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MEETING CALENDAR

DEP Files Amendment to Transit Regulation

Last month the Executive Office of Transportation (EOT) and the Department of Environmental Protection (DEP) took another step forward in a public process begun in 2005 to reexamine the three remaining transit projects identified in the state's transit regulation (310 CMR 7.36) and to hear comments on proposed substitutions. The DEP regulation provides for the mitigation of the Central Artery/Tunnel project's air quality impacts through the implementation of a set of transit projects and programs.

DEP submitted to the Secretary of State's office a proposed amendment to the regulation that reflects an agreement reached between the Commonwealth and the Conservation Law Foundation, which brought suit in 2005 over the delay in implementing the last three transit commitments: the Arborway Green Line Extension, the Blue Line-Red Line Connector, and the Green Line Extension to Ball Square (in Somerville).

The revised regulation proposes the following substitutions, to be completed by the end of 2011.

- Construction of four additional stations on the Fairmount Line (one in the Four Corners area and the remainder in the neighborhoods of Dorchester, Mattapan, and Roxbury) and the completion of improvements to the Line's existing stations
- Construction of 1,000 new parking spaces at MBTA facilities in the Boston Region MPO's 101 cities and towns
- Completion of a final design of a Blue Line-Red Line Connector from Government Center to Charles Station

The revision also calls for the construction of a Green Line extension to Medford Hillside, with a spur to Union Square in Somerville, by the end of 2014 (see the related story on page 3).

While the Arborway Green Line Extension is no longer included in the mitigation package, the Commonwealth has made a commitment to work with the City of Boston to examine ways to improve service along the Arborway corridor.



The MPO will host an Open House and an Environmental Justice Forum this month to provide opportunities for input into the development of the MPO's long-range transportation plan. See for the special insert inside this issue for details.



An artist's rendering of a reconstructed Morton Station on the MBTA's Fairmount Line

The proposed regulation establishes public process requirements that include opportunities to comment on required annual status reports, interim-deadline reports, and related technical analyses.

A 45-day public comment period is open on an EOT report that describes the modeling assumptions and analysis methodology used in

• Public Process *cont.* on p. 3

The members of the Boston Region MPO: Executive Office of Transportation, Cities of Boston, Everett, Newton, and Salem, Federal Highway Administration, Federal Transit Administration, Massachusetts Bay Transportation Authority, Massachusetts Bay Transportation Authority Advisory Board, Massachusetts Highway Department, Massachusetts Port Authority, Massachusetts Turnpike Authority, Metropolitan Area Planning Council, Regional Transportation Advisory Council, Towns of Bedford, Framingham, and Hopkinton

OCD Announces 2006 Smart Growth Award Winners

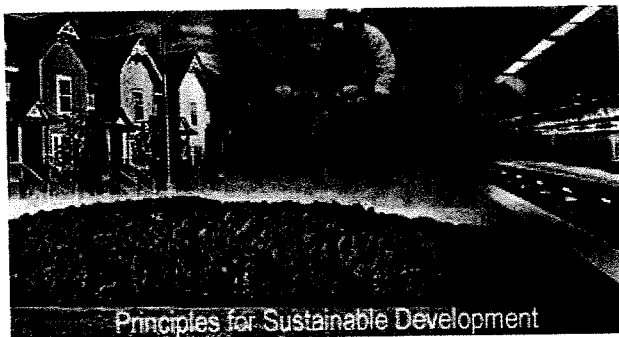
transit-oriented-development projects in Medford and at the former South Weymouth Naval Air Station, and stormwater management systems in Cohasset, are among the projects that received 2006 Smart Growth Awards from the Office for Commonwealth Development (OCD).

The awards recognize outstanding smart growth and sustainable development initiatives across the state. Three of the 10 recipients are in the Boston Region MPO area.

The City of Medford and Newton-based developer, National Development, received an award for the development of Station Landing, a new transit-oriented urban neighborhood being built on the banks of the Mystic River. The City created a mixed-use zoning district to revitalize a 16-acre site adjacent to the MBTA's Wellington Station, which is on the Orange Line. Construction began in November 2004, and, when completed, will include apartment and condominium units, street-level retail stores, a fitness club, a hotel, office space, a parking garage, and a waterfront park along the river. An enclosed skywalk will connect the community to the MBTA station.

South Shore Tri-Town Development Corporation; the towns of Abington, Rock-

land, and Weymouth; and developer LNR Corporation received an award for the redevelopment of the former



South Weymouth Naval Air Station into a 1,450-acre mixed-use development, called SouthField. Construction on the project began in October and will include a pedestrian-friendly Village Center, housing, a business campus, stores, restaurants, and recreation areas that will

include a golf course and nature trails. A shuttle bus will take passengers to the South Weymouth MBTA commuter rail station.

"Our congratulations and thanks go to these communities for helping us to make Massachusetts an even more attractive, prosperous, and livable state in which to raise our families," said

OCD chief Andrew Gottlieb. "By using smart growth principles to encourage compact development, utilize existing infrastructure, and preserve open space, we are ensuring a better quality of life for citizens of the Commonwealth for many years to come."

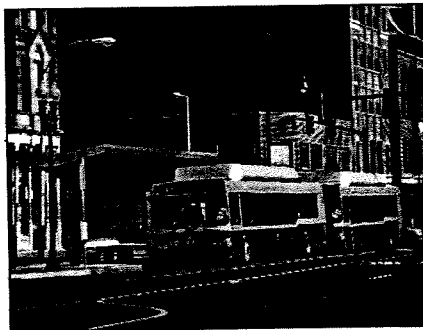
FTA Rules on Phase I Silver Line Service, Okays Phase III for Funding Eligibility

The Federal Transit Administration (FTA) has issued a letter of finding that the

MBTA's Silver Line Phase I service is in compliance with Title VI of the Civil Rights Act of 1964, which prohibits dis-

crimination on the basis of race, color, or national origin. Silver Line Phase I is a bus rapid transit (BRT) service that operates on Washington Street between Downtown Crossing and Dudley

Square stations. The letter was sent to MBTA General Manager Daniel Grabauskas



Washington Street Silver Line service

in response to a complaint filed by the Washington Street Corridor Coalition alleging discrimination against

people living in the Corridor area since the relocation of Orange Line service in 1987.

In finding that the MBTA has not violated Title VI, the FTA noted its interest in

monitoring Silver Line performance. The MBTA will be preparing quarterly reports to FTA through 2007 that provide detailed information on operational performance to ensure that the service is meeting planned BRT objectives.

In other Silver Line news, FTA has approved, for preliminary engineering, the Silver Line Phase III project, which is a proposed 1.1-mile tunnel that will link Silver

● Silver Line *cont. on p. 4*

2030

JOURNEY TO 2030, the Transportation Plan of the Boston Region Metropolitan Planning Organization, will serve as the guiding document for the MPO through the year 2030. It will identify a set of projects and programs to meet the region's transportation needs.

In developing JOURNEY TO 2030, the MPO will consider the wide-ranging effects of its regional projects and programs. This *TRANSREPORT* insert focuses on the regional equity planning activities of the MPO. JOURNEY TO 2030 outreach will include consultations with interested groups and members of the public during which these issues can be discussed. Please continue to refer to *TRANSREPORT* and the MPO Web site, www.bostonmipo.org, for information on additional meeting times and locations.

ENVIRONMENTAL JUSTICE DEFINED

The MPO's regional equity policy is rooted in its definition of environmental justice:

Environmental justice requires the MPO to examine the allocation of benefits and burdens, historically and currently, and planned for the future; to ensure that minority and low-income communities are treated equitably in the provision of transportation services and projects; and to provide full participation for minority and low-income communities to advise the MPO during its planning and decision-making process.

Environmental Justice Input Needed

WHAT PROJECTS AND PROGRAMS SHOULD BE INCLUDED IN JOURNEY TO 2030?

Environmental justice is an important concern in JOURNEY TO 2030, the MPO's long-range transportation plan. As part of the development of JOURNEY TO 2030 and the MPO's Regional Equity Program, the MPO will hold two outreach events to solicit input from people who are interested in environmental justice issues:



JOURNEY TO 2030 Environmental Justice Open House

Thursday, January 11, from 12:30 PM to 2:30 PM or 5:00 PM to 7:00 PM, in Suite 2150 of the State Transportation Building, 10 Park Plaza, Boston

This event will provide information on:

- JOURNEY TO 2030 development and its status
- How the MPO will perform its environmental justice analysis of the projects in the plan
- Results from preliminary transportation network model runs
- Ways that people can provide input on what projects and programs should be considered by the MPO for inclusion in JOURNEY TO 2030

Question-and-answer periods will be held over the course of the sessions. Brief descriptions and MPO ratings of potential projects will be discussed.

Environmental Justice Forum

Tuesday, January 16, from 6:00 PM to 8:00 PM, in the Mezzanine Conference Room of the Boston Public Library's Copley Square Branch, 600 Boylston Street, Boston

This event will focus on the input of participants regarding the transportation needs of environmental justice neighborhoods in the context of JOURNEY TO 2030. Participants will be asked to provide information about these needs so that the MPO can more fully understand the issues in environmental justice neighborhoods.

Input from the forum will be summarized and distributed to MPO members, who will use it to inform their decisions on relevant projects and programs as they balance environmental justice needs with cost constraints and other regional considerations in the development of JOURNEY TO 2030.

If you have any questions about the MPO's JOURNEY TO 2030 environmental justice process or the MPO's regional equity efforts, contact Ben Rasmussen, program manager, at rasmussen@ctps.org or (617) 973-7140. Also contact Mr. Rasmussen if you are unable to attend the Environmental Justice Forum but would like to provide input as part of the environmental justice process.

The Environmental Justice Analysis of the transportation projects in JOURNEY to 2030 will focus on the mobility and accessibility of environmental justice neighborhoods of concern.

The mobility analysis will look at all environmental justice neighborhoods of concern and will estimate the change in congestion levels that would occur in these neighborhoods as a result of the proposed transportation network of projects. Congestion will be estimated in vehicle-miles traveled, carbon monoxide emissions, and highway and transit travel times. If the neighborhoods would not benefit equitably when compared to the non-environmental-justice neighborhoods, the proposed network of projects must be re-examined.

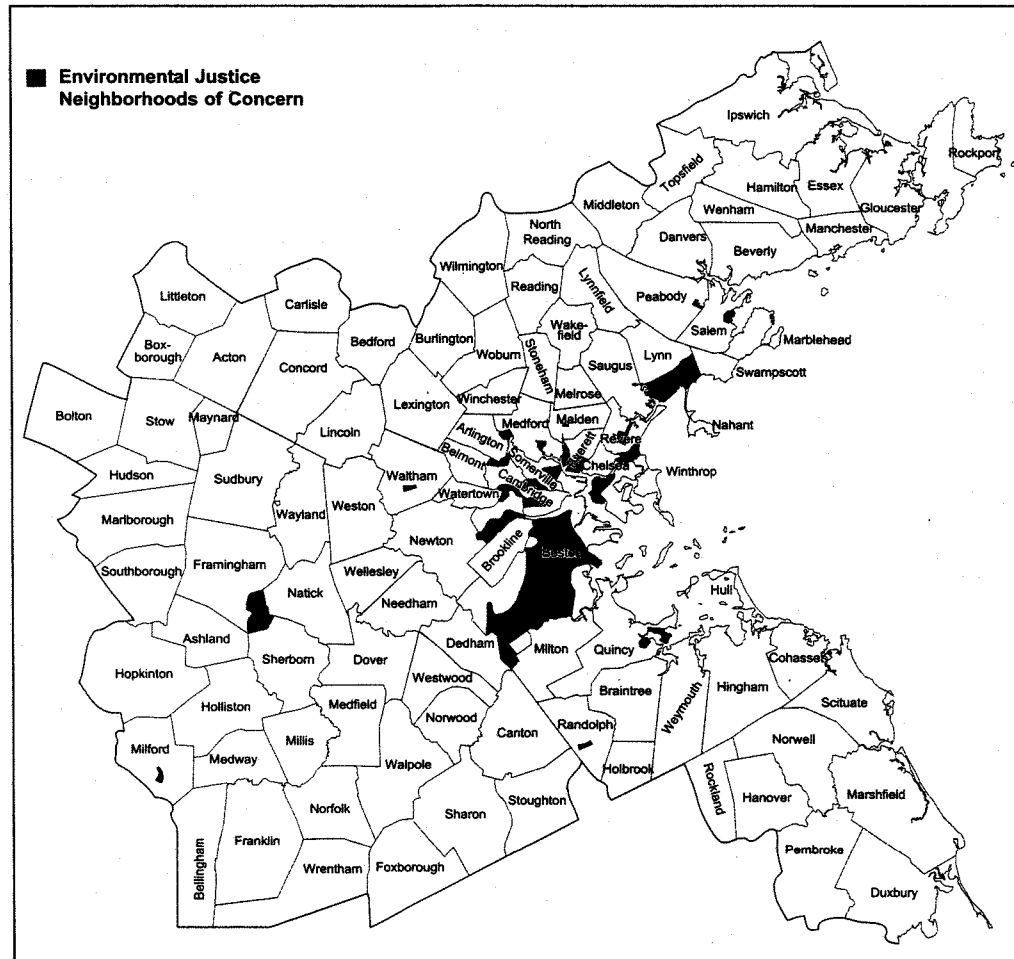
THE MPO REGION'S NEIGHBORHOODS OF CONCERN

With the availability of more detailed census data for the region, the MPO refined its definition of environmental justice neighborhoods of concern and increased the number from 17 to 28.

A neighborhood of concern is now defined as an analysis zone that has a population greater than 50 percent minority or an analysis zone that has a maximum household income of \$33,480, which is 60 percent of the

region's median income of \$55,800. Analysis zones must also have a minimum minority population of 200 people. All of the data used for this analysis is based on the 2000 census.

This new definition, coupled with the more detailed map, resulted in 11 additional neighborhoods of concern. The map below shows the locations of all the region's neighborhoods of concern.



Boston Region MPO Municipalities with Neighborhoods of Concern:

- Allston-Brighton
- Cambridge
- Charlestown
- Chelsea
- Chinatown
- Dorchester
- East Boston
- Everett
- Fenway
- Framingham
- Hyde Park
- Jamaica Plain
- Lynn
- Malden
- Mattapan
- Medford
- Milford
- Peabody
- Quincy
- Randolph
- Revere
- Roslindale
- Roxbury
- Salem
- Somerville
- South Boston
- South End
- Waltham

Environmental Certificate Granted for Green Line Extension

In October the Executive Office of Transportation filed an Extended Environmental Notification Form for the Green Line Extension project. Expressing strong support for the project, Executive Office of Environmental Affairs (EOEA) Secretary Robert W. Gollidge Jr. granted a certificate in December that outlines the issues to be addressed in a draft Environmental Impact Report (DEIR) that will be prepared on the project.

While the certificate does not

allow the preparation of a single EIR, as requested by EOT, it recognizes the desire to expedite the project and includes a detailed scope of all the considerations to be explored in the DEIR. Examples of these considerations are station design and siting, environmental impacts, permitting requirements, environmental justice, and an analysis of alternatives, including a spur to Union Square in Somerville.

If EOEA determines that the DEIR addresses all the con-

Comments Sought on Transit Regulation Analysis

• Public Process *cont. from p. 1*

developing the proposed amendments to the transit regulation. Members of the public are invited to review the document and submit comments. Documents are available for review in the city halls of Boston, Cambridge, Somerville, and Medford; in those cities' municipal libraries; and in the State Transportation Library, 10

cerns set forth in the scope, and that EOT has adequately responded to comments received during the comment period on the DEIR,

Park Plaza, 2nd Floor, Boston. Public comments should be addressed to:

Kenneth S. Miller, P.E.,
Executive Director
Executive Office of
Transportation
Office of Transportation
Planning
10 Park Plaza, Room 4150
Boston, MA 02116

The comment period will end on February 15, 2007, at 5:00 PM.

the EOEA secretary may allow the document to serve as the final EIR for the project.

Boston Region MPO Activities

BOSTON REGION MPO ACTION ITEMS

The Boston Region MPO endorsed two documents on December 7. The first was an amendment to its fiscal years 2007–2010 Transportation Improvement Program (see the November issue of *TRANSPORT*). The second was the *2006 Boston Region MPO Title VI Report*, which is a document that describes how the requirements of Title VI of the Civil Rights Act of 1964 are implemented—and how minority populations are involved—in MPO planning and decision-making.

On December 7 the Transportation Planning and Programming Committee approved the Regional Bicycle Plan produced by the Metropolitan Area Planning Council. In addition, the Committee continued its work on the development of *JOURNEY TO 2030*: reviewing the results of the environmental justice analysis conducted by staff and working toward a consensus on the methodology for evaluating projects in *JOURNEY TO 2030*'s Universe of Projects.

New Container Ship Serving Conley Terminal

France-based CMA CGM, the world's third-largest containership company, expanded its shipping service to the east coast of the United States by adding Boston to its ports of call on December 1. Every two weeks a CMA

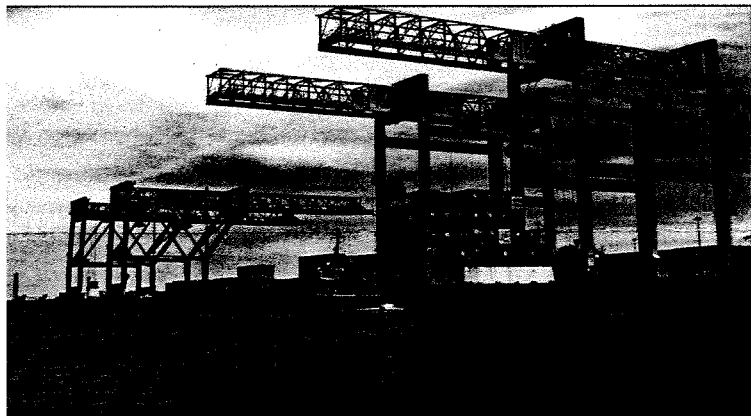
company's "Liberty Bridge Service."

Leaving Boston, the ship sails on to New York, Baltimore, and Norfolk, and then back to the European ports of Le Havre (France),

"This new call underscores the strength of the New England market, and the commitment of the trade community here," said Mike Leone, Port Director for the Massachusetts Port Authority. "We are pleased to add another service that gives our importers and exporters additional frequency between Europe and Boston."

The new CMA CGM route provides the first direct shipping service between the Port of Rotterdam, Europe's largest port, and the Port of Liverpool.

The new service is expected to increase the container shipping business to Boston by 4 to 5 percent annually, according to the *Boston Globe*.



Gantries at Massport's Conley Terminal, in South Boston

CGM vessel arrives at the Paul W. Conley Terminal in South Boston, the first American port on the transatlantic circuit of the

Antwerp (Belgium), Rotterdam (the Netherlands), Bremerhaven (Germany), and Liverpool (United Kingdom).

► Silver Line *cont. from p. 2*

Line Washington Street service with Silver Line Waterfront service.

FTA approval of this phase of the approximately \$1.2

billion project is an important milestone because it makes the project eligible for the federal New Starts funding program.

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